



# California's First **BIKE AND PEDESTRIAN PLAN**

Caltrans is drafting the first-ever [California Statewide Bicycle and Pedestrian Plan](#) (CSBPP). The plan – which will be written with input from a diverse group of stakeholders and the public – is expected to be completed in February 2017. It will guide Caltrans' efforts to include bicycle and pedestrian considerations in all department policies, programs and projects.

The plan will lead to improved connections between the state's bicycle and pedestrian paths and the network of local and regional roads, public transit, and intercity and passenger rail. The plan will not replace existing policies or implementation plans at the regional and local levels, but will look to complement and connect to local networks.

The CSBPP will be important in helping the state meet the bicycle, pedestrian and complete streets performance-measure targets identified in the Strategic Management Plan, including mandates to improve safety for pedestrians, bicyclists and those traveling by car or transit. The SMP calls for tripling bicycle travel and doubling pedestrian and

transit travel by 2020. According to the 2010-2012 California Household Travel Survey, 1.5 percent of all trips in California are by bicycle, 16.6 percent are by foot and 4.4 percent are by transit, roughly double the percentages from the previous survey in 2000.

Statewide, the CSBPP will include evaluation of existing policies, programs, and guidance provided by Caltrans for active transportation (generally referring to nonmotorized) modes. This effort will build on Caltrans' existing goals established in the California Transportation Plan.

The historic bicycle plan will include performance measures and specific strategies to meet state goals and objectives. It also will describe public outreach and engagement that will allow Caltrans to understand community walking and bicycling needs. A statewide bicycle map will also be developed for the plan.

The Caltrans Division of Transportation Planning is leading this effort, which involves close coordination of multiple stakeholders, including:

- The Technical Advisory Committee to provide diverse technical knowledge.
- The Policy Advisory Committee to advise on policy development and public outreach.





- Active transportation advocates and community-based organizations to advise on priorities at the local levels and in key interest areas.
- Regional agencies and local jurisdictions/municipalities to provide input about policy needs and areas for stronger collaboration.
- Caltrans headquarters and each of its 12 district offices to provide localized input and guidance on plan development.

The Bicycle and Pedestrian Plan is but one way Caltrans is boosting nonmotorized transportation in California. Caltrans developed a Complete Streets Implementation Action Plan (see article, page 12) and is a major sponsor of May is Bike Month, and the [California Bicycle Summit](#) and will be active at the [2016 PedsCount Summit](#).

Caltrans continues to significantly invest in nonmotorized transportation. In the past 20 years, Caltrans has directed more than a \$1 billion in state and federal funds toward bicycle and pedestrian projects in California. The Active Transportation Program, now in its second year, has \$720 million in bicycle and pedestrian projects programmed through fiscal year 2018-19. Also, Caltrans manages a variety of federal programs supporting nonmotorized transportation that combine for about \$200 million a year for bicycle and pedestrian projects.

A recent example of a Caltrans' bicycle project is the State Route 89 Mousehole Pedestrian/Bicycle Improvement Project in the Town of Truckee – a high-priority project federally funded through the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users. The Mousehole has long been a bottleneck for traffic and a hazard for pedestrians and bicyclists passing through the shoulderless roadway that tunneled beneath the Union Pacific Railroad tracks. It was determined that widening the tunnel would be too costly, so it was decided to build a separate pedestrian/bicycle undercrossing.

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